

From: Raymond Cole <Raymond.Cole@arun.gov.uk>
Sent: 29 September 2020 11:55
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: F/4/20/OUT - Land at Ford Airfield Ford FAO Raymond Cole

Please could you upload this e-mail and attachment to the application folder F/4/20/OUT as a consultation response from Highways England received on 2 April 2020. While the original was sent to Planning.Responses, it doesn't appear to have been saved in the folder.

Thank you

Raymond Cole
Principal Planning Officer
Directorate of Place

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Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
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From: Bowie, David [REDACTED]
Sent: 02 April 2020 13:00



Subject: F/4/20/OUT - Land at Ford Airfield Ford FAO Raymond Cole

Dear Mr Cole,

For attention of:	Raymond Cole
Site:	Land at Ford Airfield Ford
Proposal:	Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding. This application affects a Public Right of Way. This application is the subject of an Environmental Statement. This application may affect the setting of a Listed Building. This application falls within CIL Zone 1 - Zero Rated.
Your Reference:	F/4/20/OUT
Highways England's Reference:	87452, #9830

Thank you for your consultation of 23 March regarding the above scoping opinion, seeking a response no later than 02 April.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN. In the case of this proposal, our interest relates to potential impacts upon the A27 Trunk Road.

Having reviewed the supporting Transport Assessment for this application I can advise that I am not in complete agreement with the contents of the report. This means that the information contained within the report should not be relied upon to demonstrate the acceptability of any other development proposals without additional robust justifications. However, as you will be aware Arun District Council and your consultants worked extensively with Highways England and colleagues from West Sussex County Council Highways to examine the impacts of the councils adopted Local Plan proposals. The Transport Assessment supporting the adopted Local Plan identified key mitigations required on both the local and strategic road networks. It was agreed between all parties that strategic development would fund those highway mitigations.

Accordingly, on the basis that the council will require a financial contribution from this development towards the agreed scheme of works on the A27 Trunk in line with the adopted Local Plan or other such scheme of works to similar of more beneficial effects (which would include an Arundel Bypass scheme should one proceed for which this development site would benefit), Highways England find the proposals acceptable and will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13 para's 9 & 10 and MHCLG NPPF para 109) in this location and its vicinity.

There made need to be a separate conversation between all parties to determine when the contribution needs to be paid to ensure that the agreed Local Plan highway mitigations or alternatives can be delivered ahead of when the adverse impacts of the development are experienced. I attached our formal HEPR response to this effect for your records. The applicant will need to understand that the contribution will be retained up until at least the end of the current adopted Local Plan period to enable the council to collect all contributions to enable the mitigation works to be fully funded and delivered.

Should you have any queries regarding this response, please contact us at:

[REDACTED]

Kind regards,

David
David Bowie
Area 4 Spatial Planning Manager (Acting)

[REDACTED]

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: <http://www.highwaysengland.co.uk>

Please note that for the foreseeable future we are all working from home. All meetings will be via telephone, Skype or similar. We will continue to seek to work to our statutory and other deadlines. In case of IT or other issues, as a precaution, please copy all emails to [REDACTED] Thank you.

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Highways England Company Limited | General enquiries: [REDACTED] | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |

<https://www.gov.uk/government/organisations/highways-england> [REDACTED]

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Nicola Bell (Regional Director, South East),
Operations Directorate
South East Region
Highways England.

To: Arun District Council (FAO Case Officer: Raymond Cole)
raymond.cole@arun.gov.uk

CC:

Council's Reference: F/4/20/OUT

Location: Land at Ford Airfield Ford.

Proposal: Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding. This application affects a Public Right of Way. This application is the subject of an Environmental Statement. This application may affect the setting of a Listed Building. This application falls within CIL Zone 1 - Zero Rated.

Highways England Refs: 87452, #9830

Referring to the planning application referenced above (consultation received 28th February 2020), in the vicinity of the A27 (which forms part of the Strategic Road Network), notice is hereby given that Highways England's formal recommendation is that we:

a) offer no objection;

*on the basis that the development will provide an appropriate financial contribution towards the agreed Local Plan A27 highway mitigation schemes or other such scheme of works with similar or improved effects. The agreed Local Plan highway mitigations will cater for the adverse impacts from the development proposals to the effect that this site will then not materially affect the safety, reliability and/or operation of the strategic road network (the tests set out in DfT C2/13 para's 9 & 10 and MHCLG NPPF para 109) in this location and its vicinity;

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~

~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

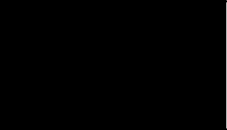
Highways Act Section 175B (covering new access to the SRN) is not relevant to this application.¹

HIGHWAYS ENGLAND (“we”) have been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This represents Highways England’s formal recommendation (prepared by the Area 4 Spatial Planning Team) and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority disagree with this recommendation they must consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via



Signature:		Date: 2 nd April 2020
Name: Kevin Bown		
Position: Spatial Planning Manager		
		
Highways England: Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ		

¹ Where relevant, further information will be provided within Annex A.